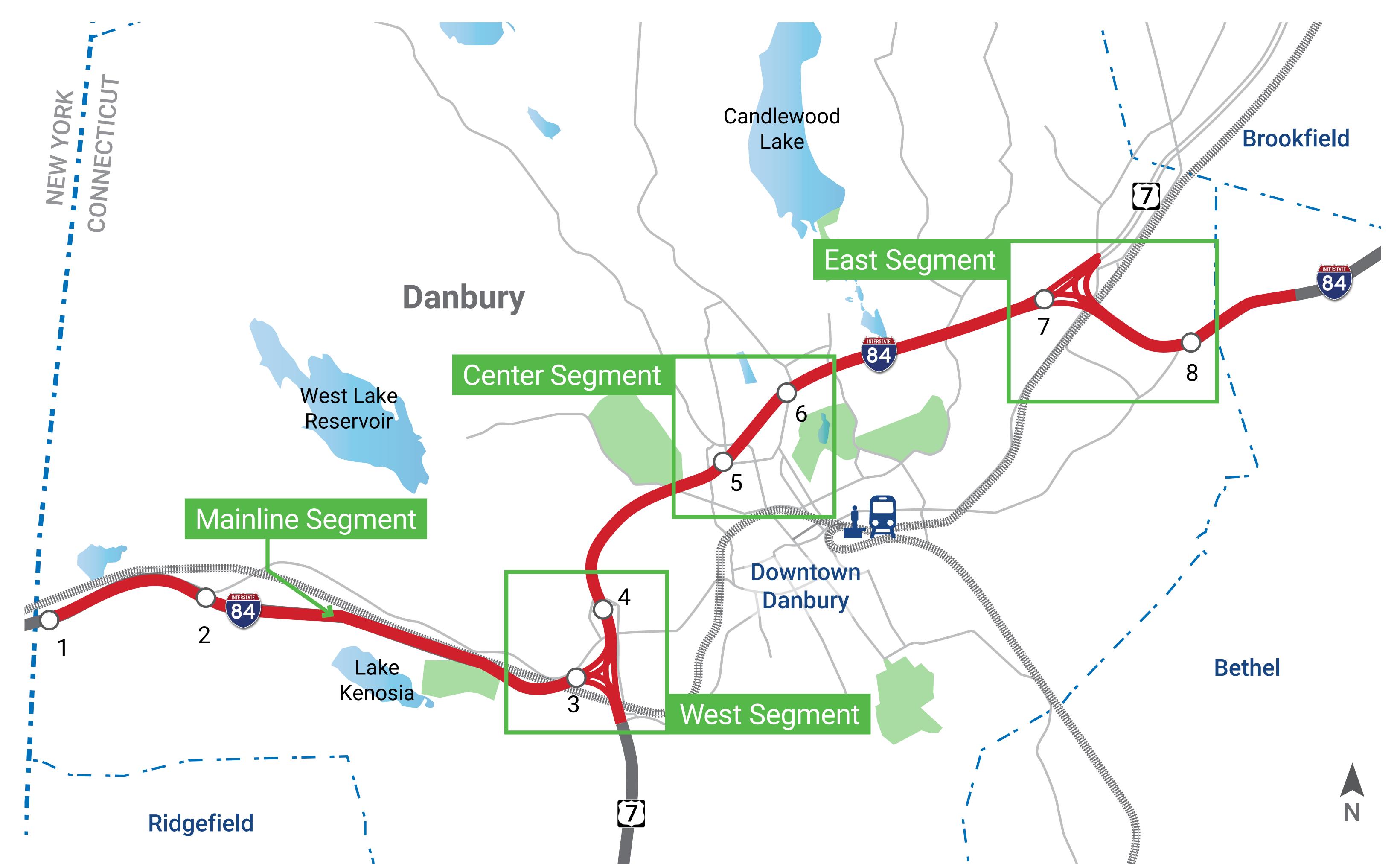
### Study Limits





### I-84 Danbury is a PEL Study



### What is a PEL Study?

- Planning and Environment Linkages (PEL)
- Federal Highway Administration recognized process
- Connects transportation planning and environmental/ community concerns



Image Credit: FHWA, www.environment.fhwa.dot.gov/env\_initiatives/PEL.aspx



# More information:

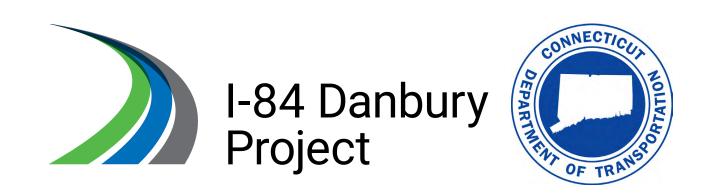


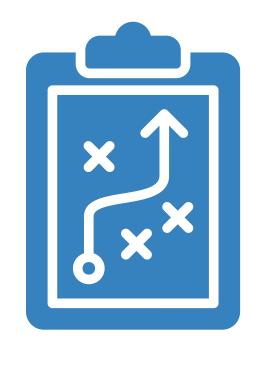
# Informational video:



The term "PEL Study" represents a Planning and Environment Linkages analysis that follows Federal Highway Administration guidance. The study transitions from long-range planning to the upcoming environmental review process by assessing local conditions and developing alternatives. The Connecticut Department of Transportation may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C to Title 23 U.S.C. § 168(d)(4).

### Benefits of PEL Studies





Streamlines efforts from planning into National Environmental Policy Act (NEPA)



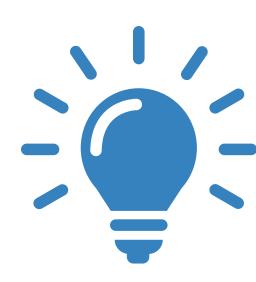
Fosters relationships among agencies and the public



Shortens timelines for NEPA review and project delivery

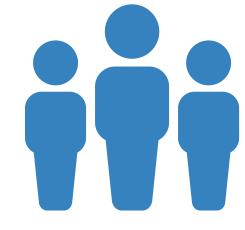


Engages non-transportation agencies in decision-making



Stimulates the development of new tools

Creates better real-world outcomes for community







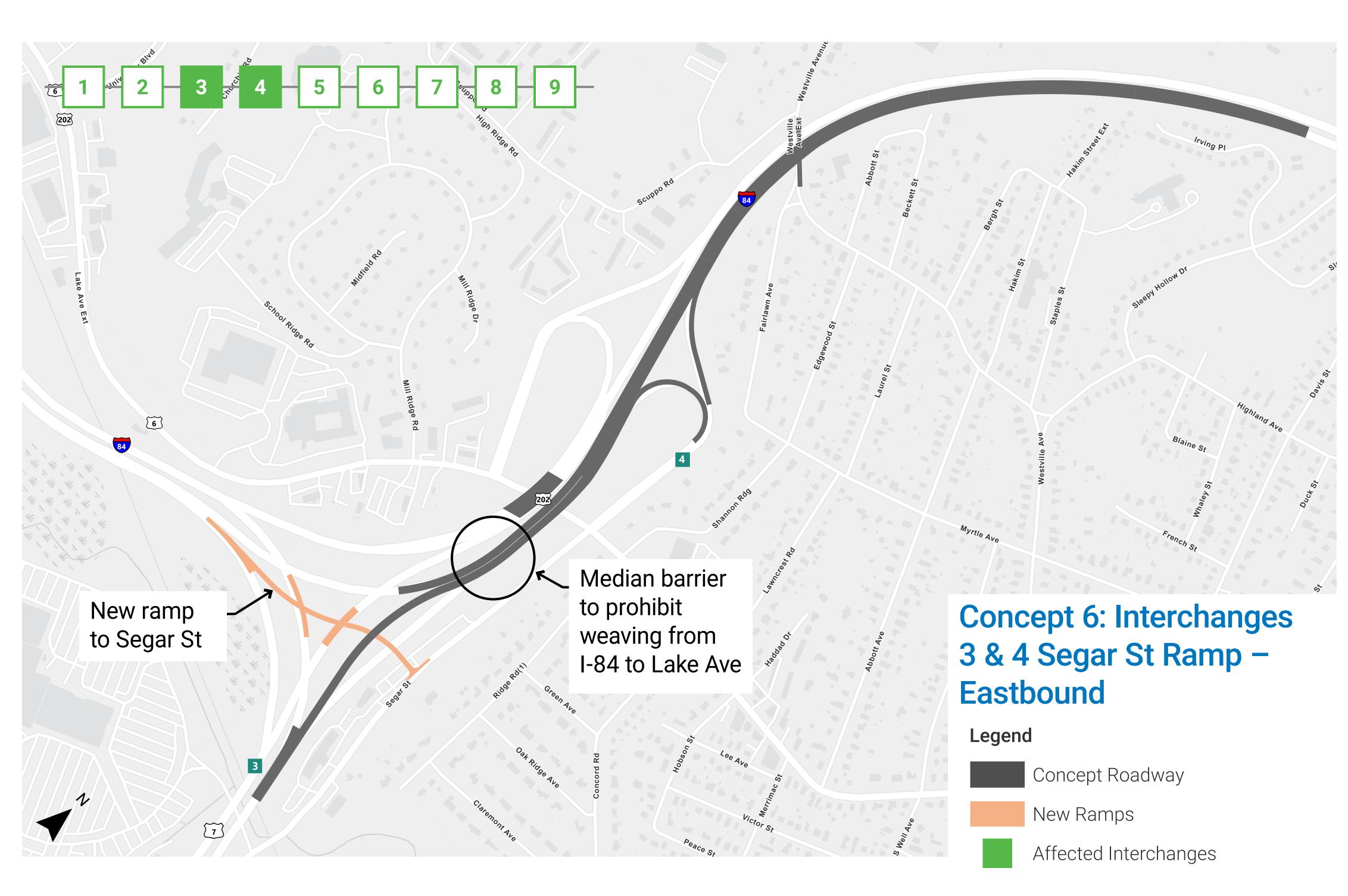
Helps identify stakeholders early in the process

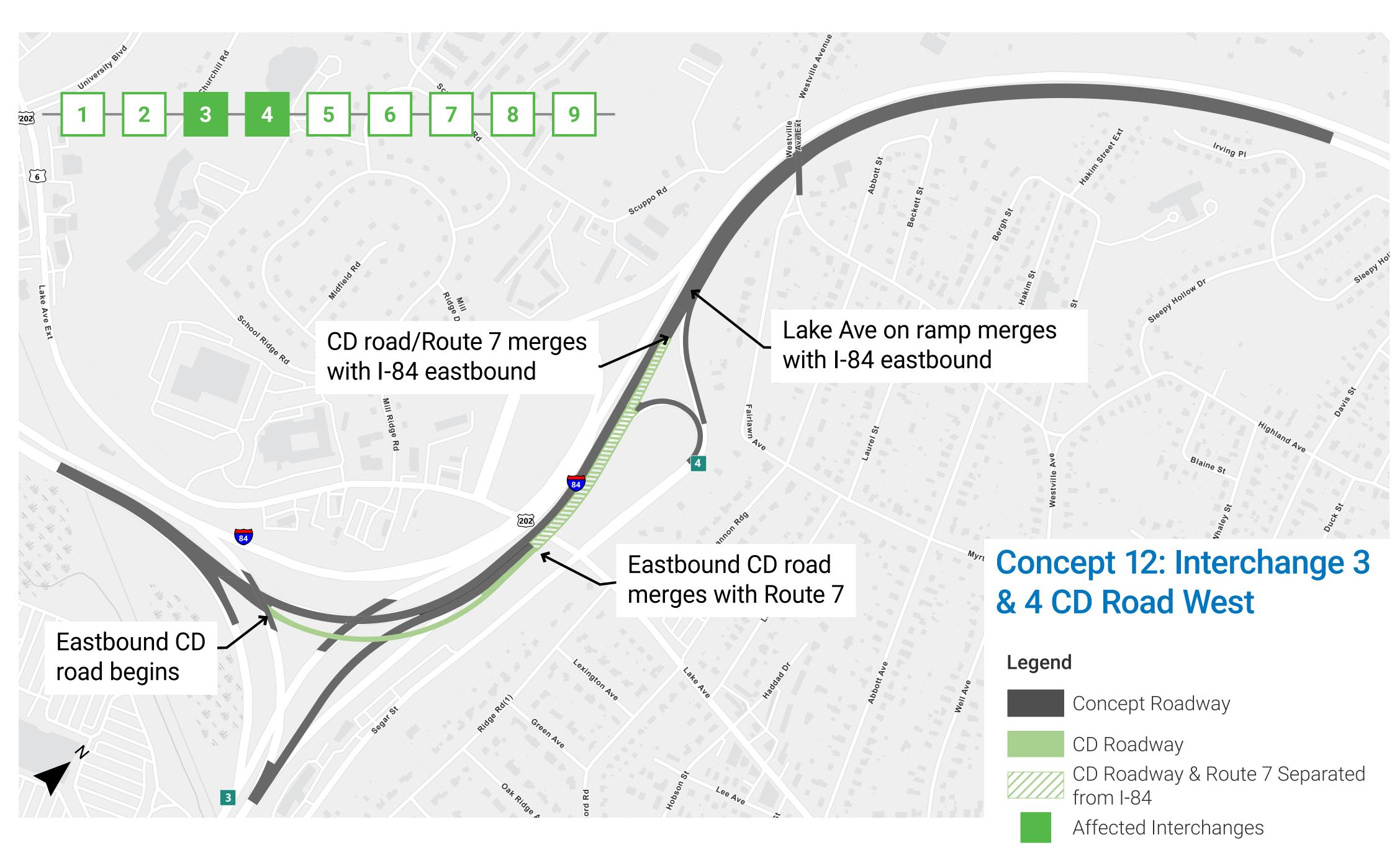
Improves planning products that improve the NEPA process

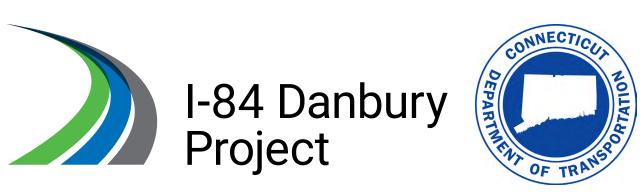
## Concepts Near Exits 3 & 4

West Segment

Maps are not to scale



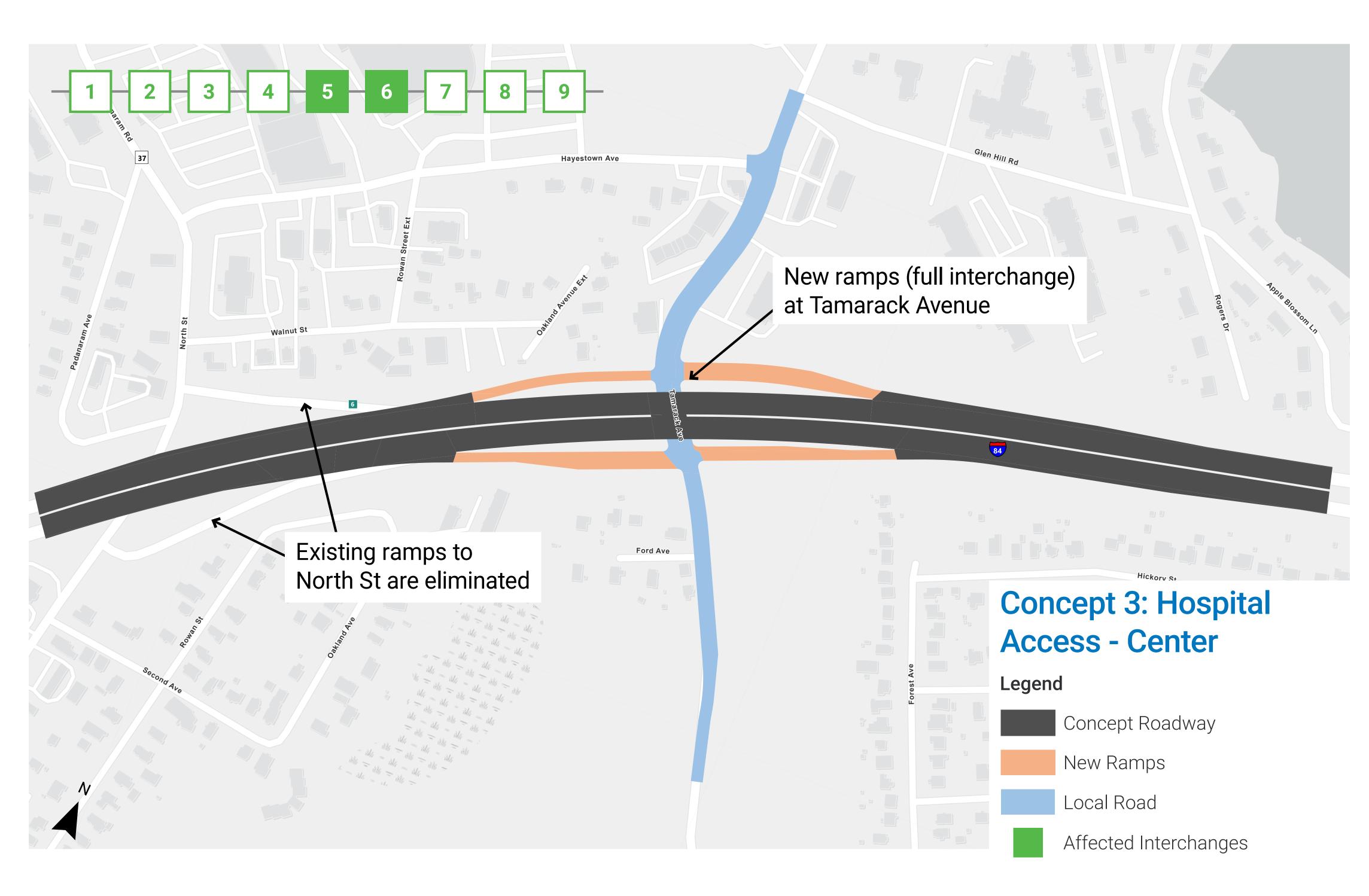


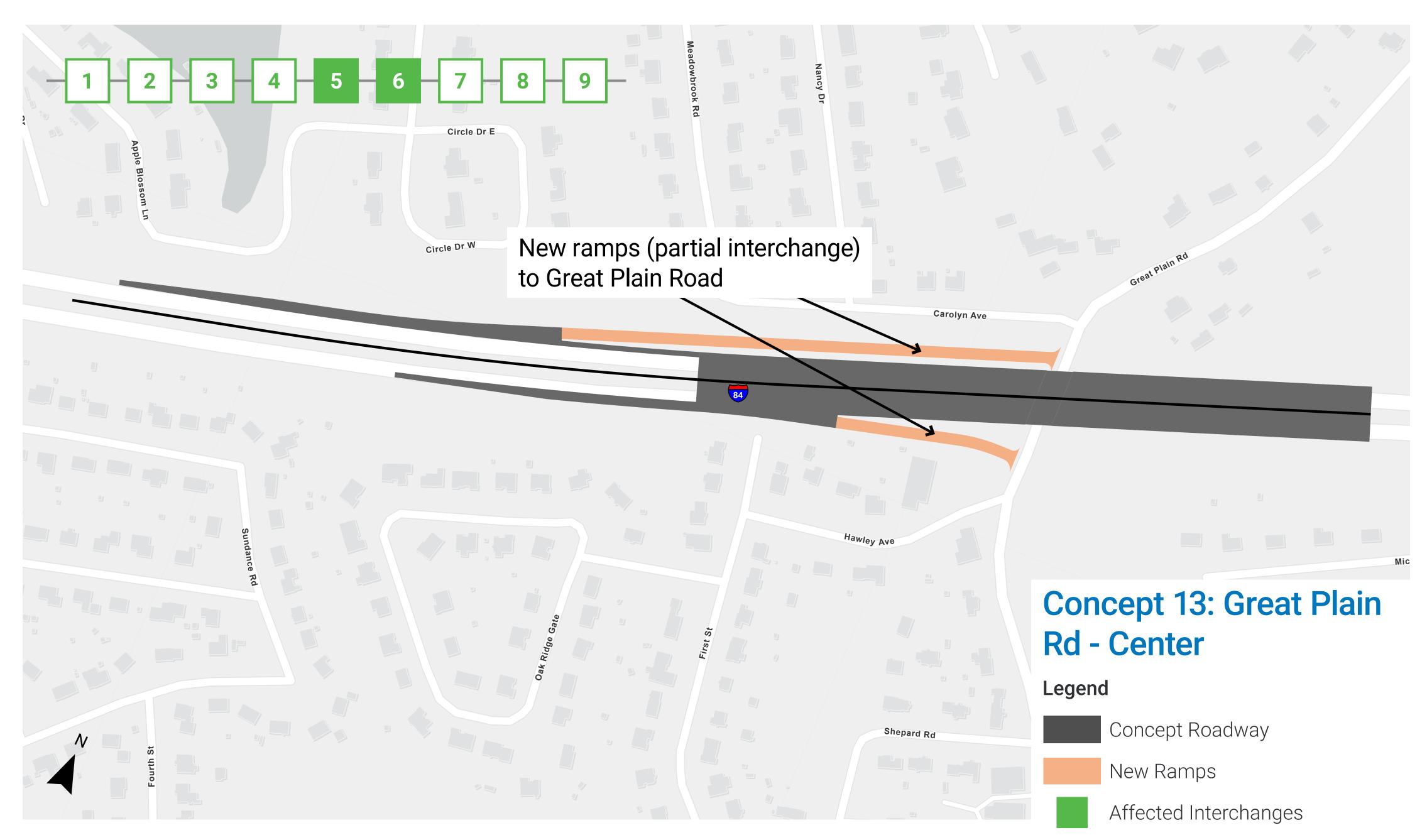


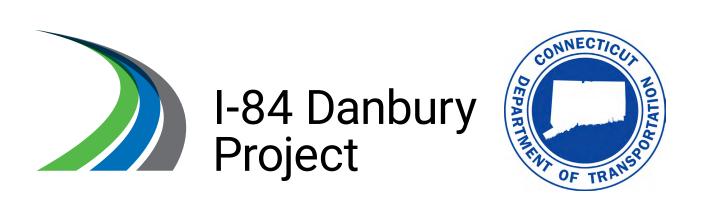
## Concepts Near Exits 5 & 6

Center Segment

Maps are not to scale





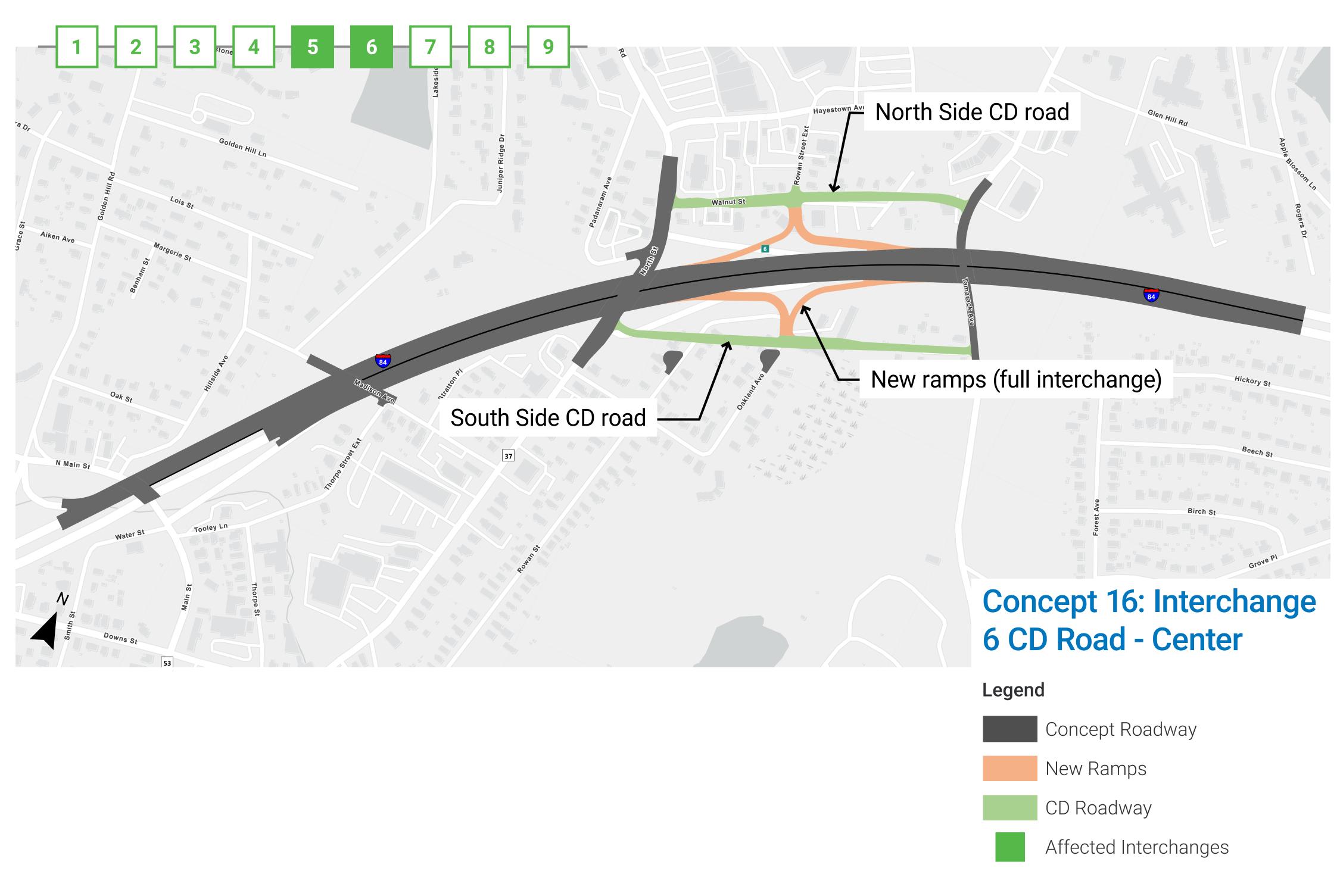


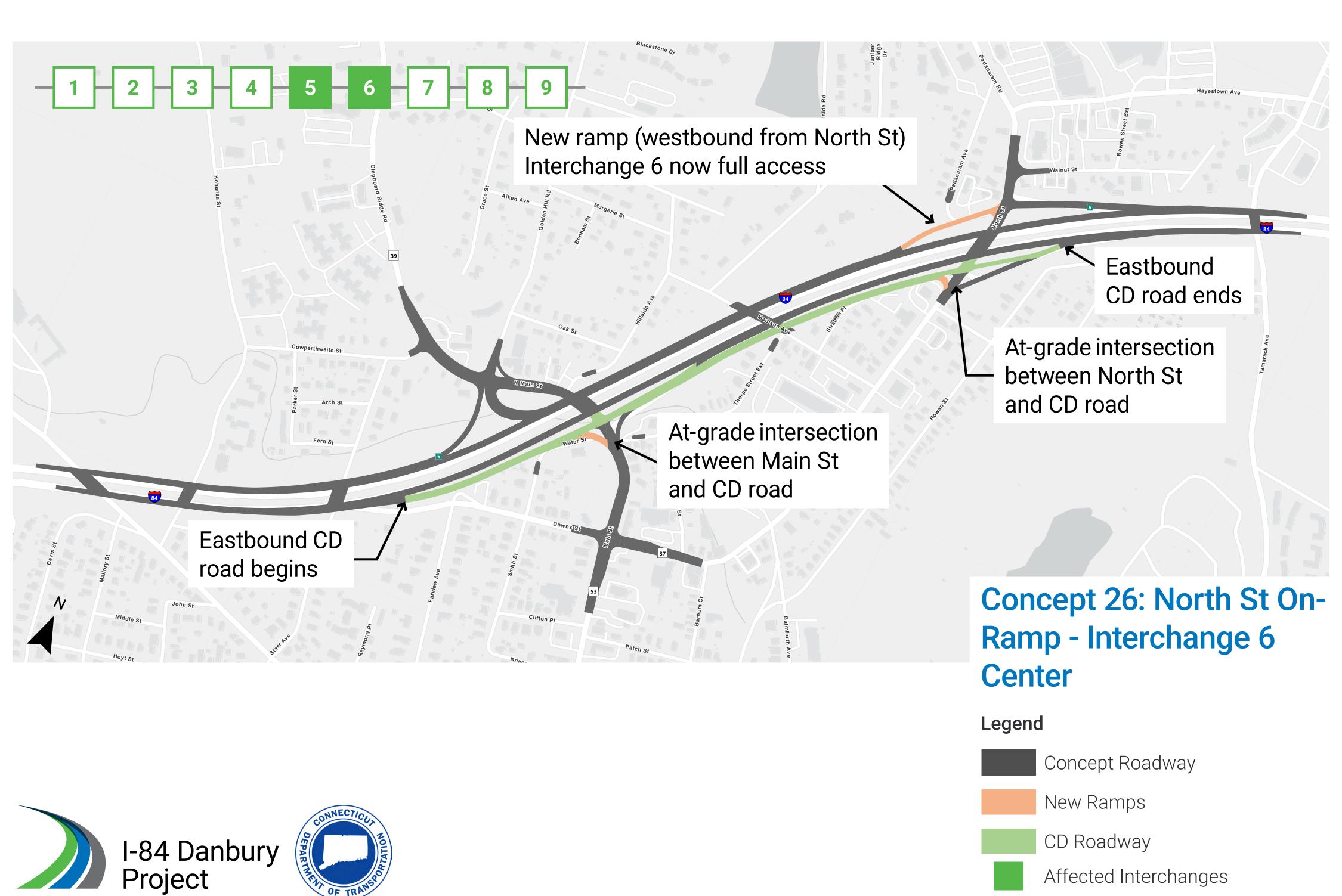
## Concepts Near Exits 5 & 6

Center Segment

Maps are not to scale

Affected Interchanges

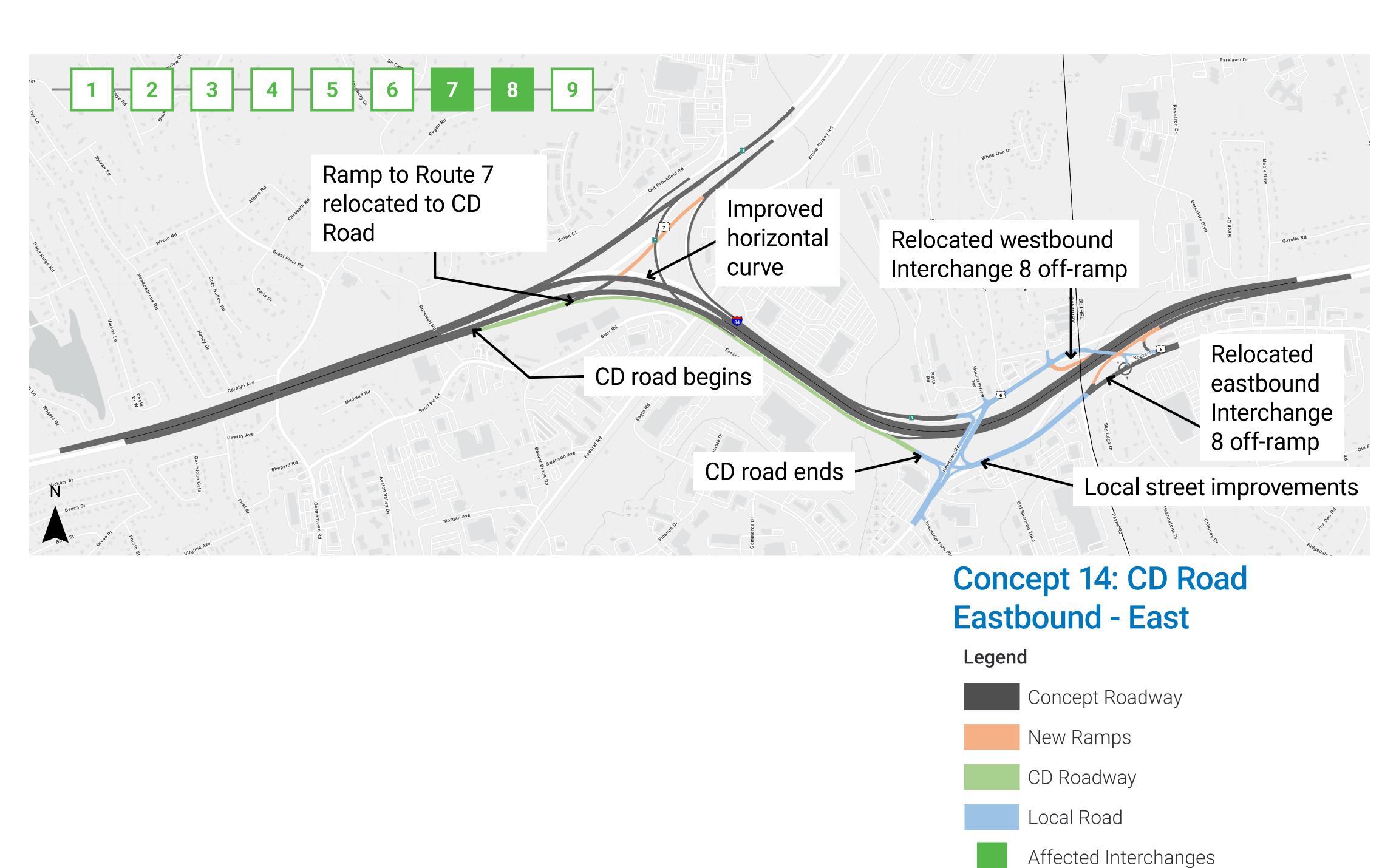


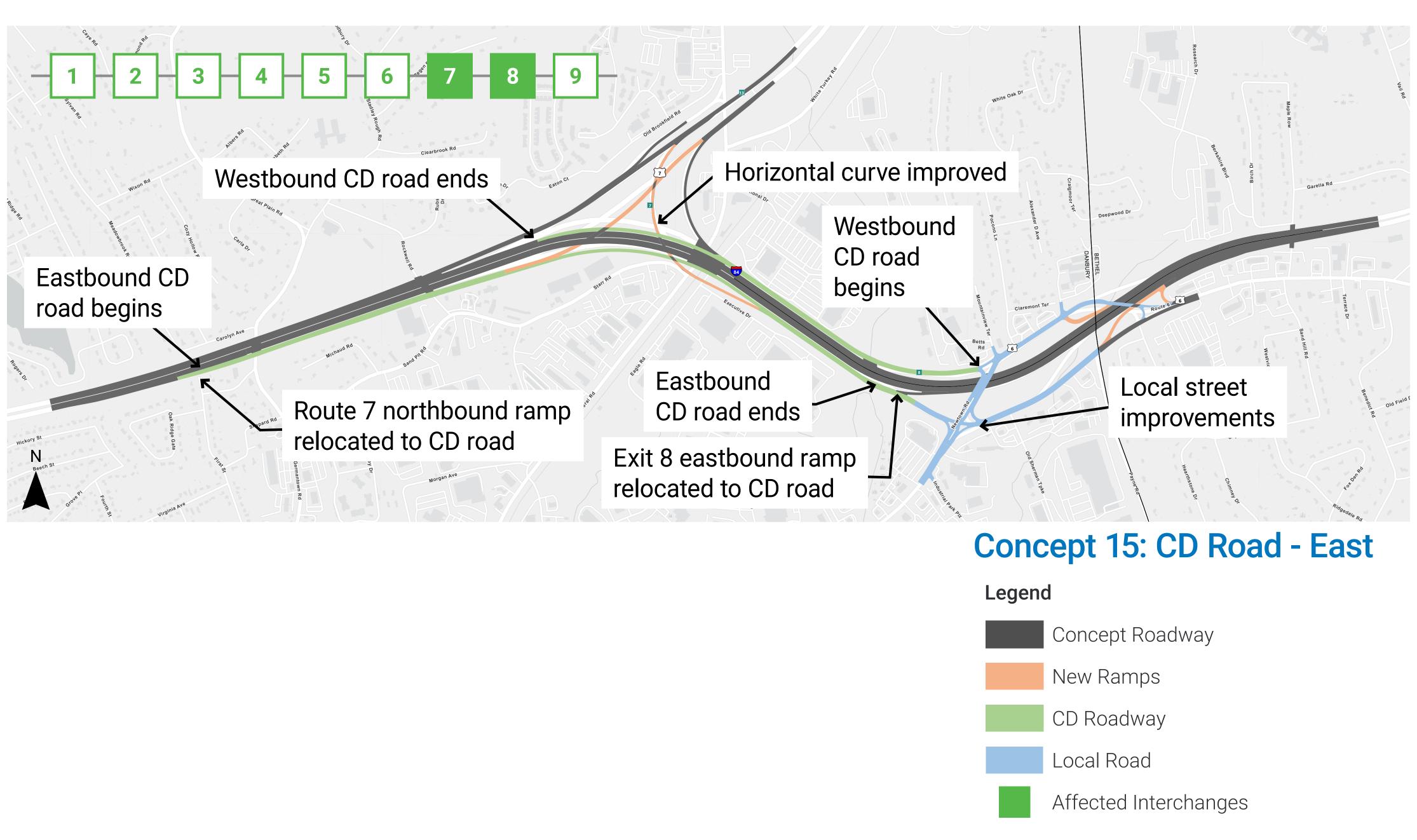


### Concepts Near Exits 7 & 8

East Segment

Maps are not to scale





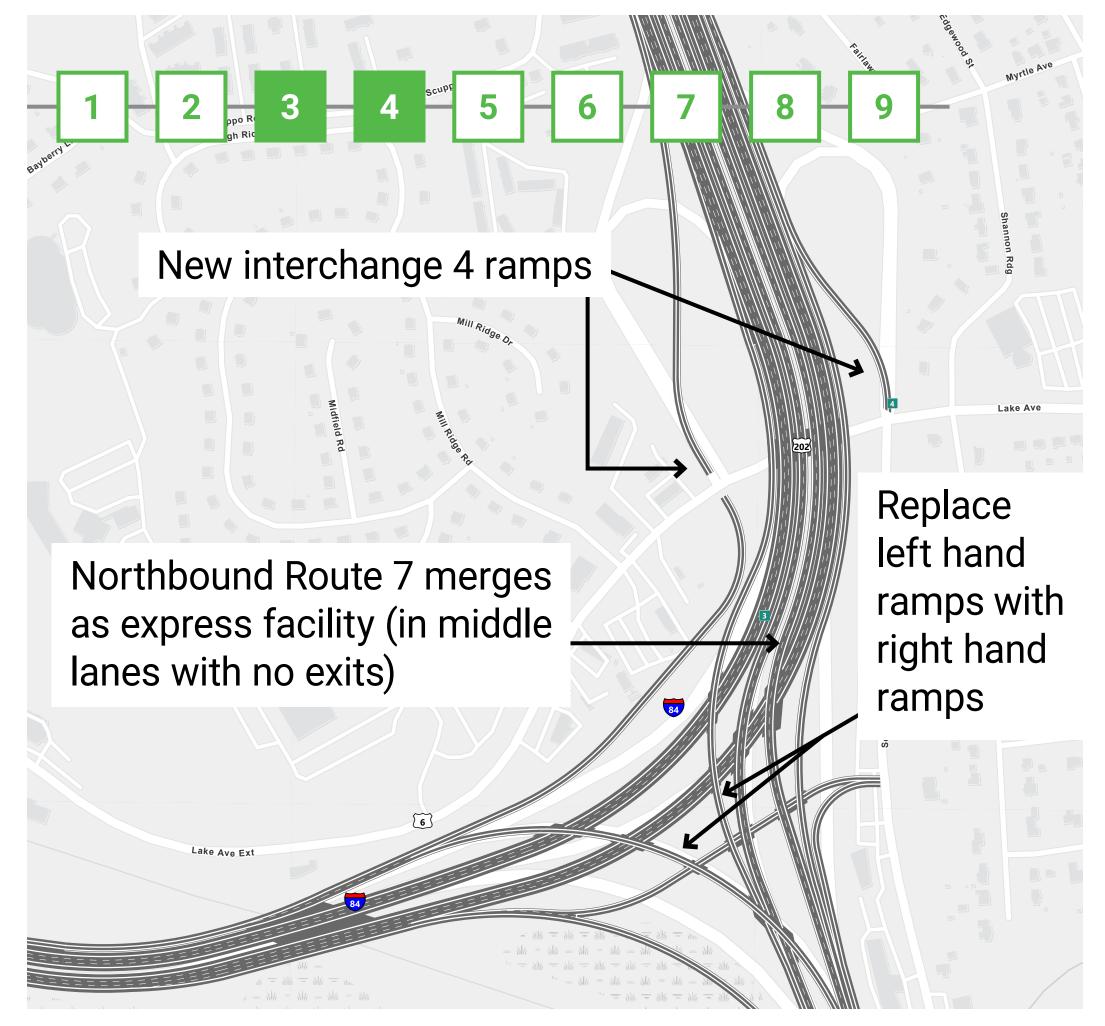


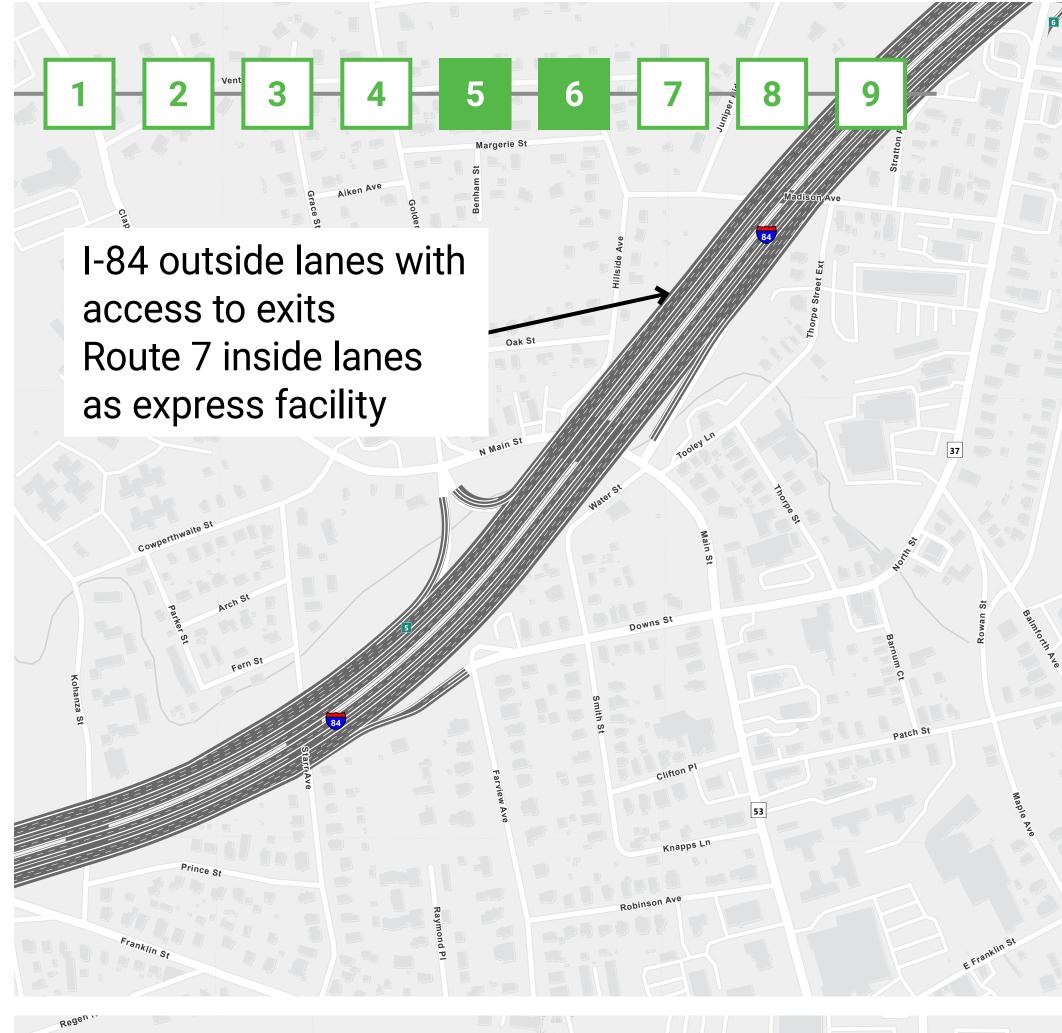
### Mainline Concept 1

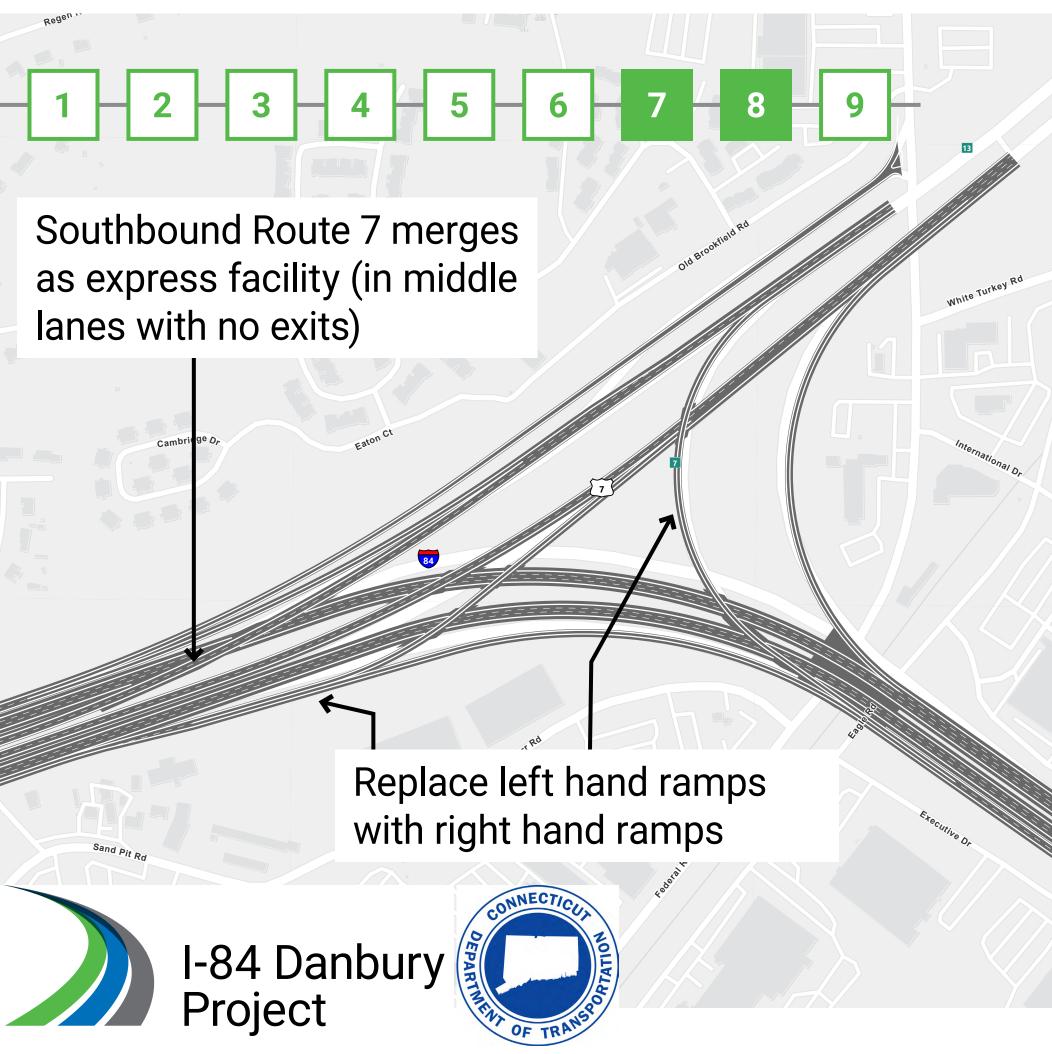


### Mainline Concepts

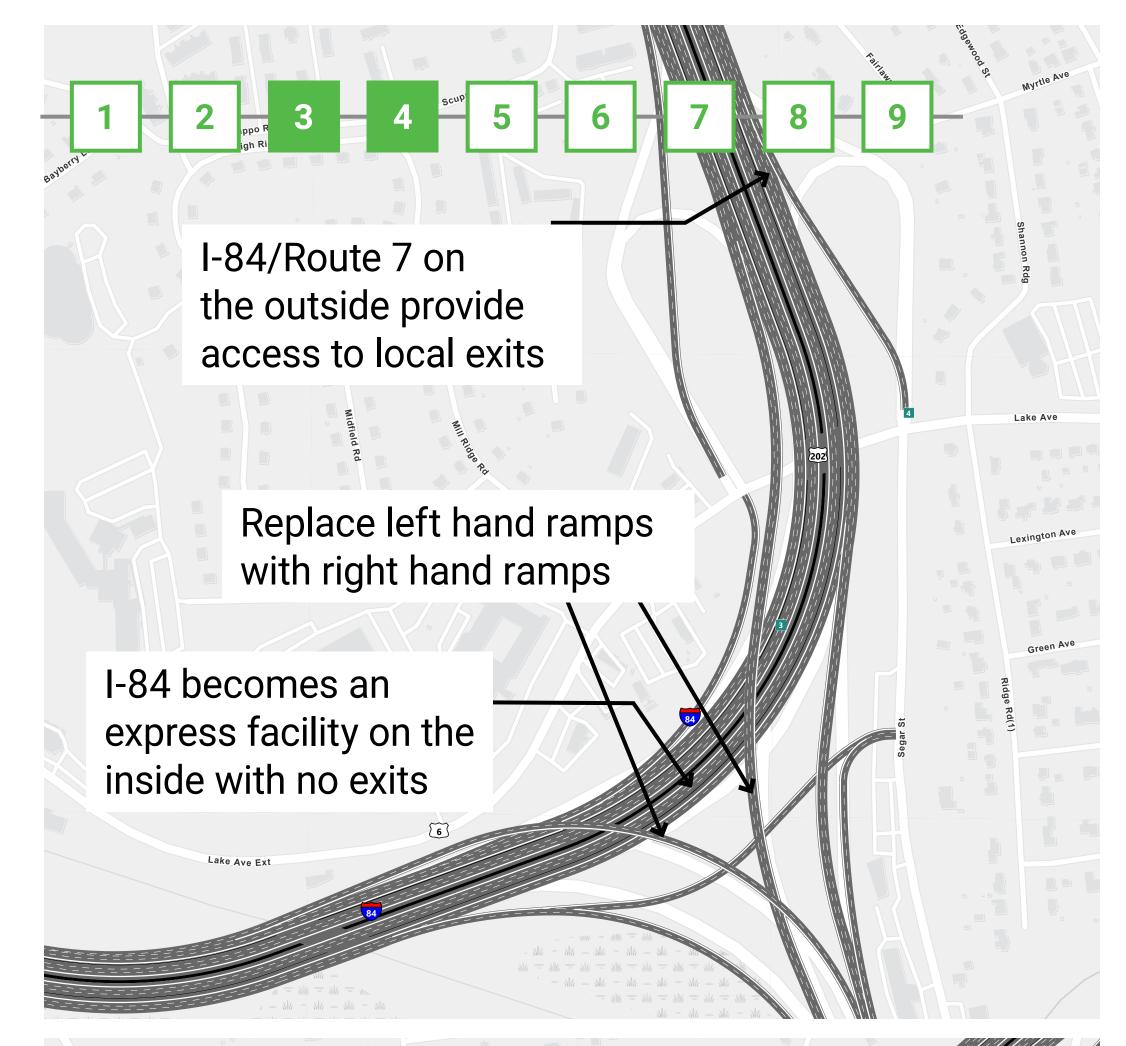
#### **Concept 9: Route 7 Median**

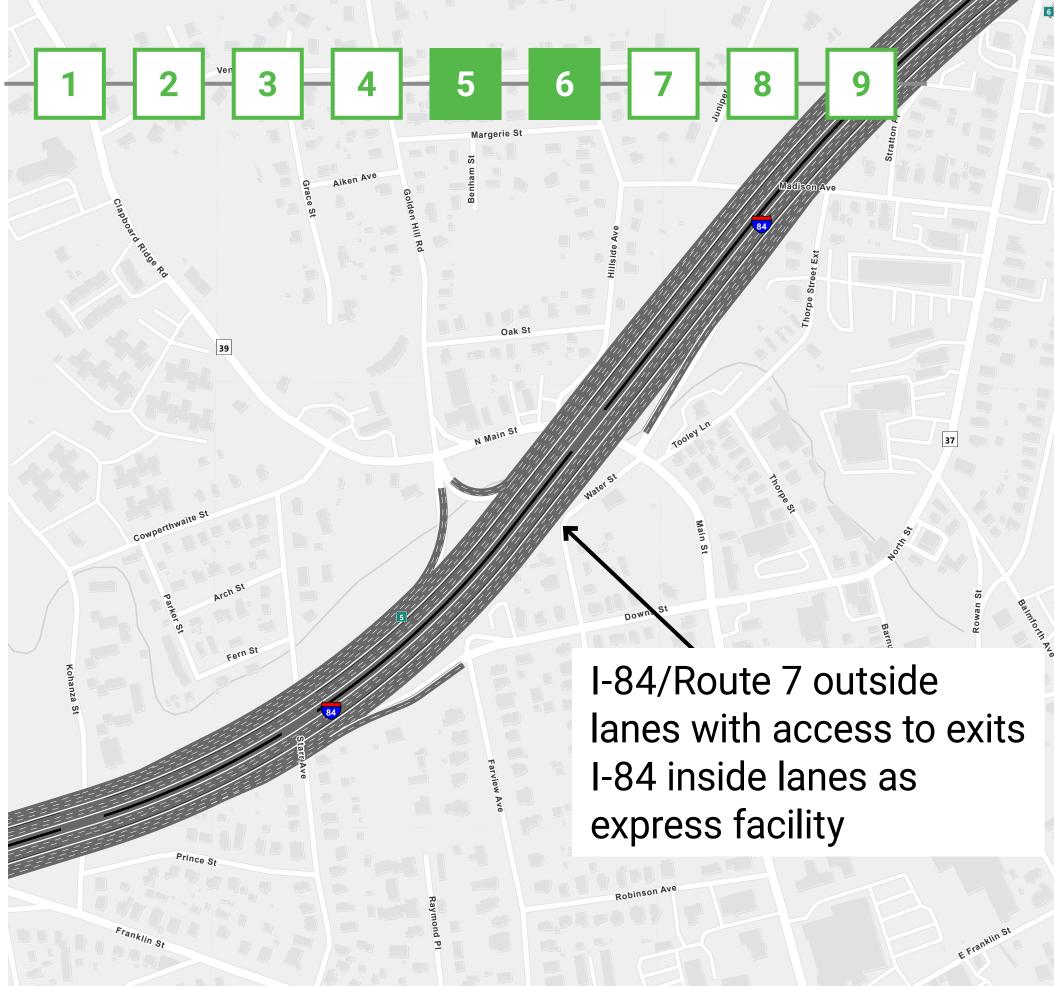


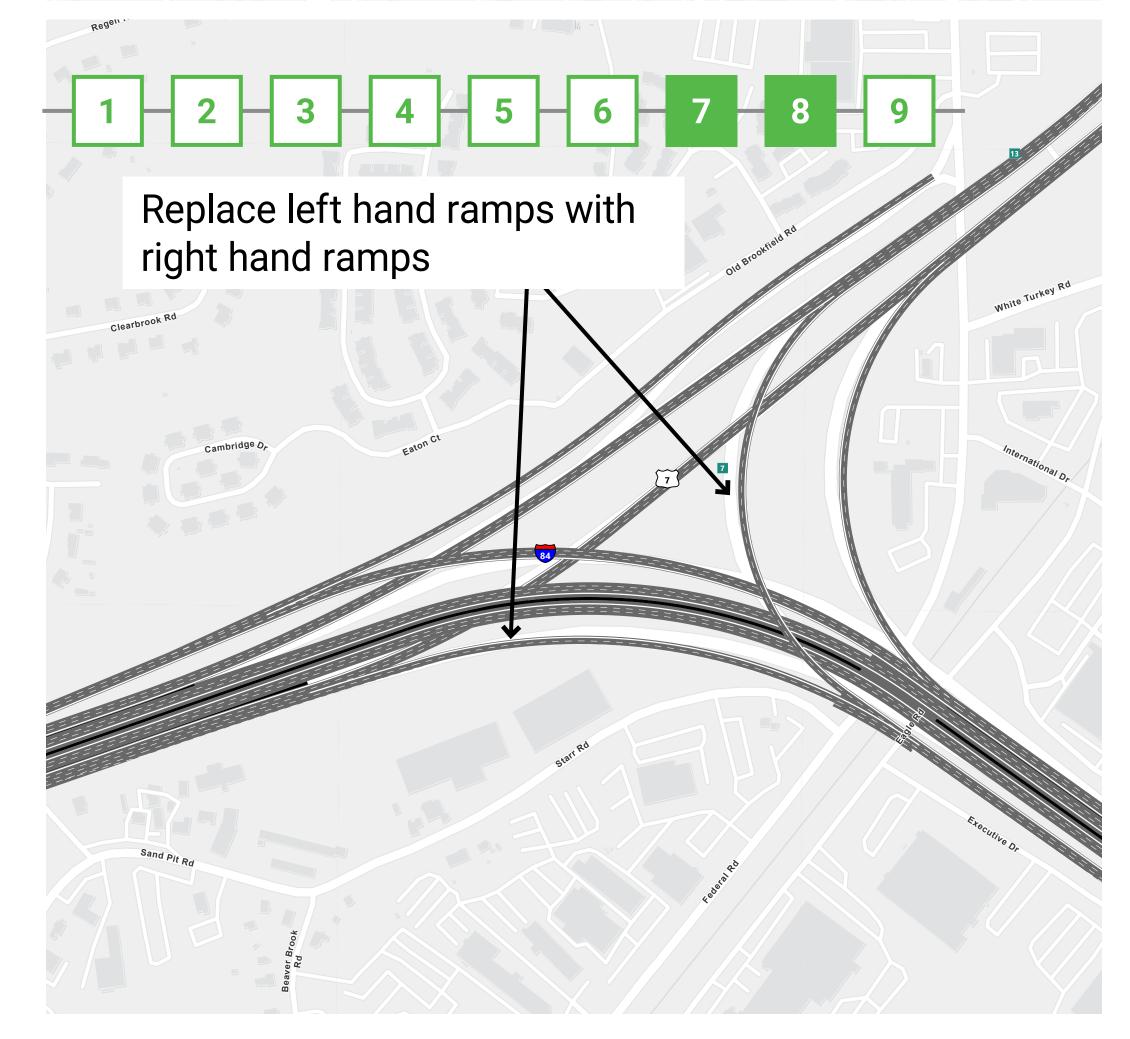




#### Concept 22: I-84 Expressway





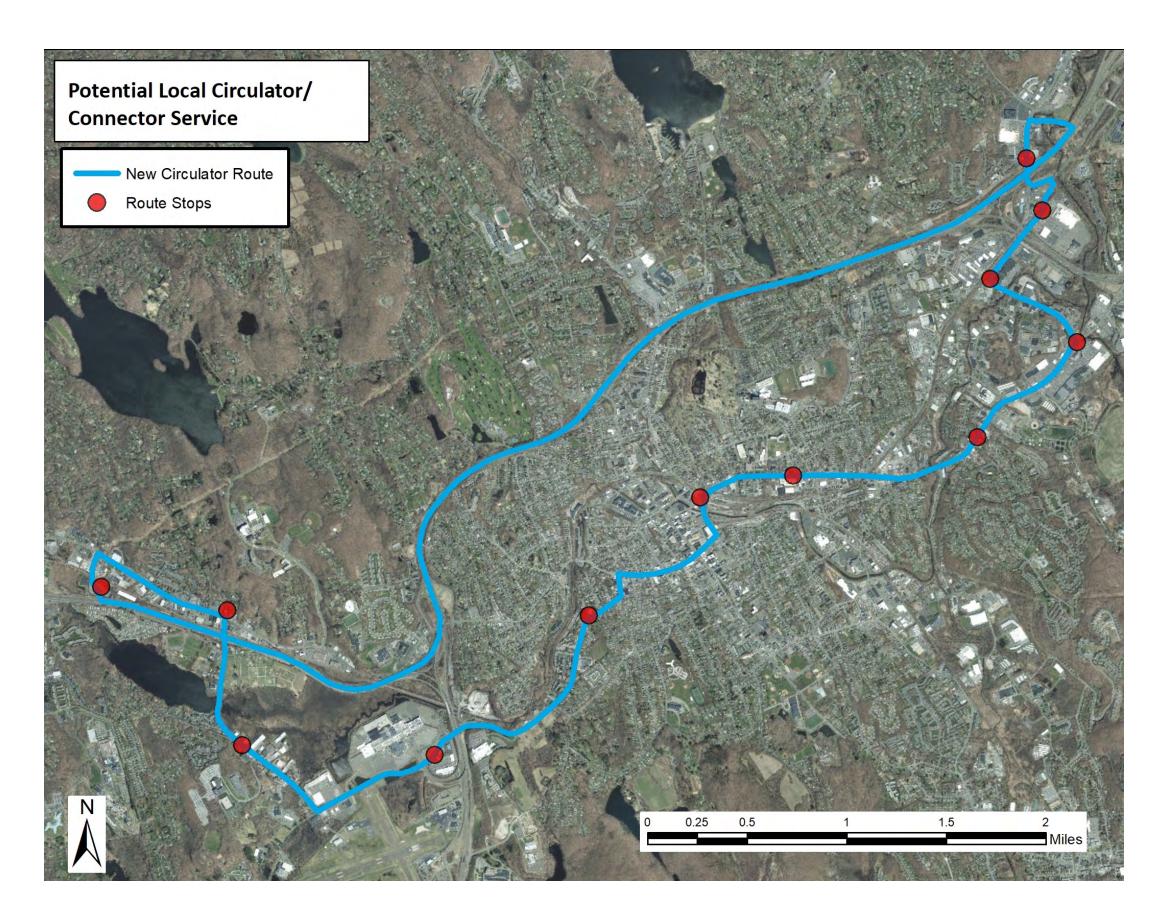


### Non-Highway Improvements

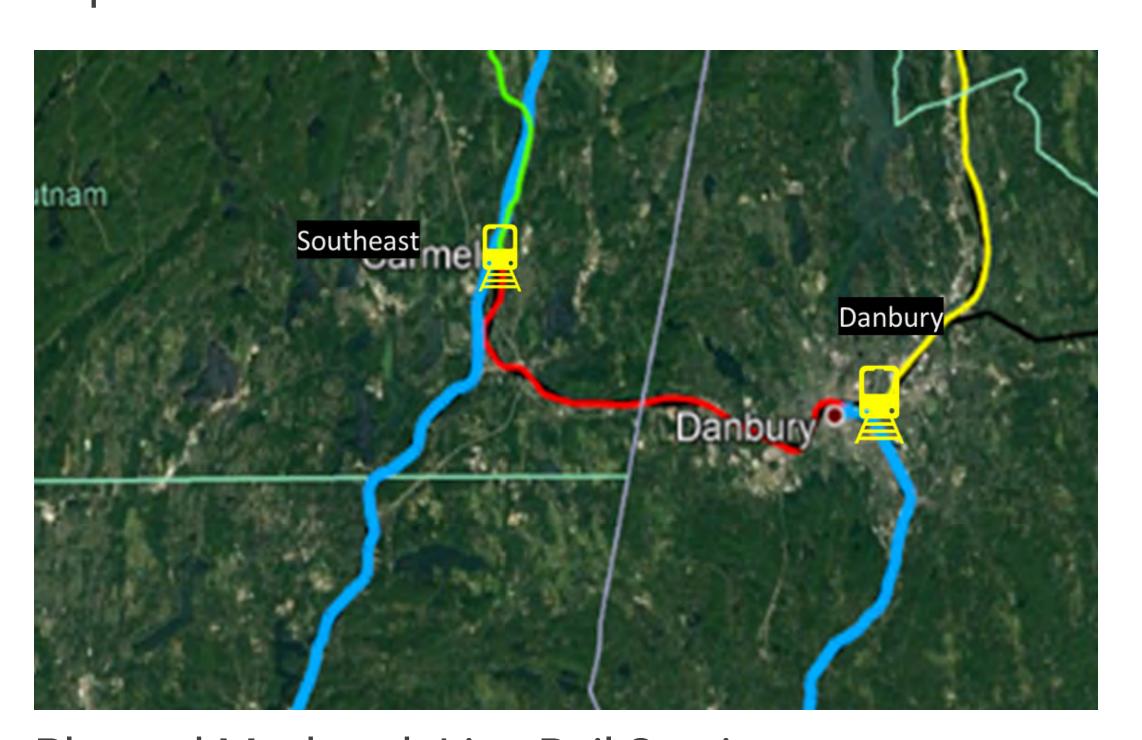
### **Examples of Non-Highway Improvements**

- □ Transit facility / route / service improvements
- **⇒** Intermodal connections
- **⇒** Commuter shuttles

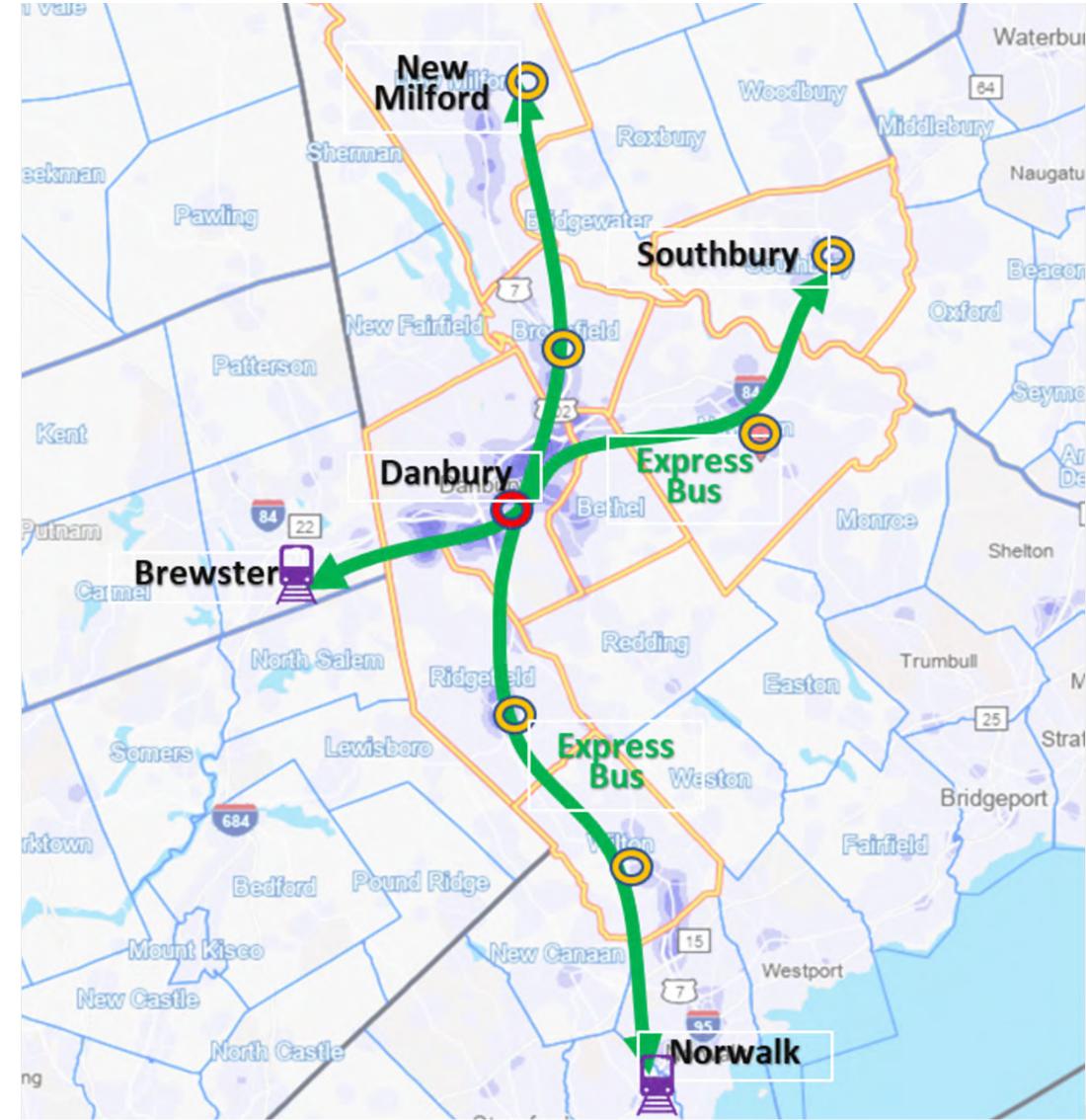
- ⇒ Bicycle and pedestrian improvements
- **⇒** Tele-commuting programs
- ⇒ Flexible work schedules
- **⇒** Taxi and shared vehicles



Improvements to local bus transit service



Planned Maybrook Line Rail Service



Improvements to regional bus transit service

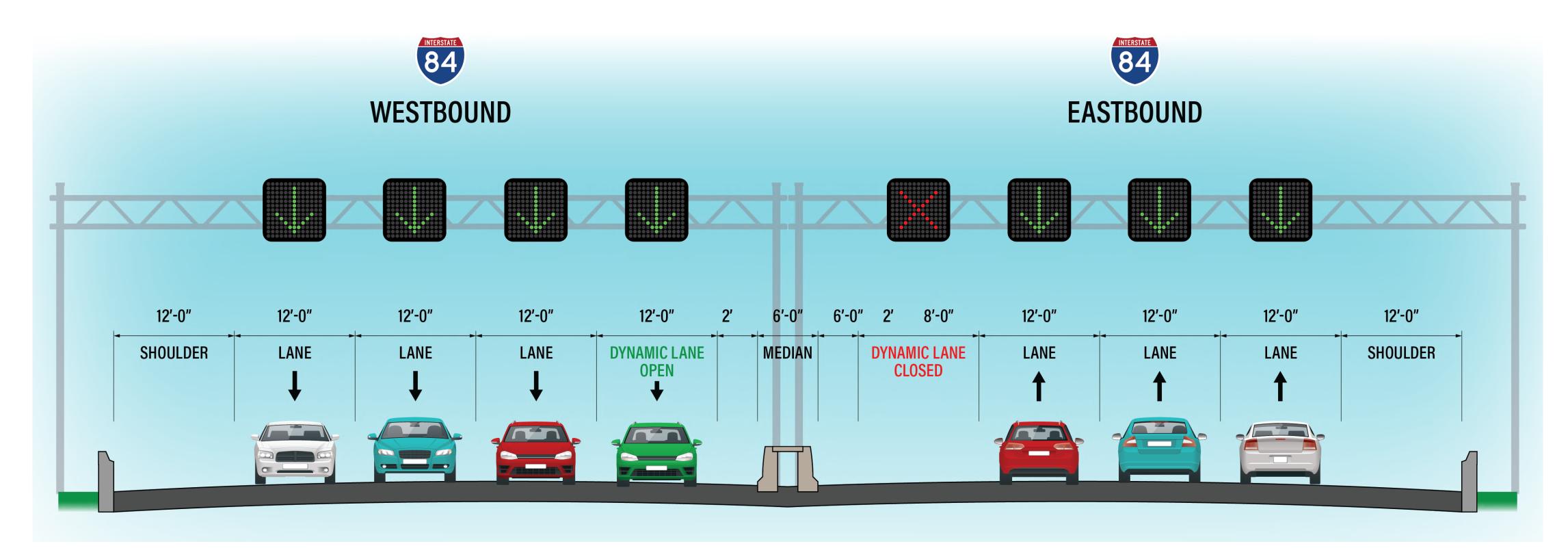


Potential bicycle routes

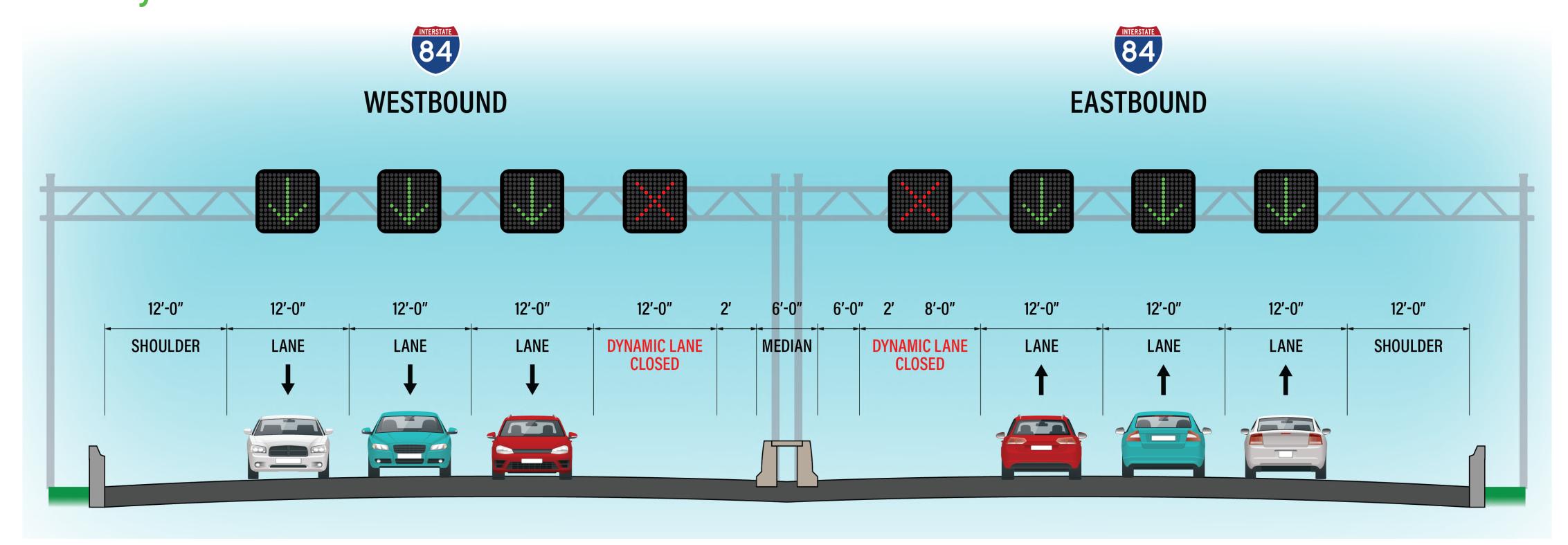


### Dynamic Lane Use

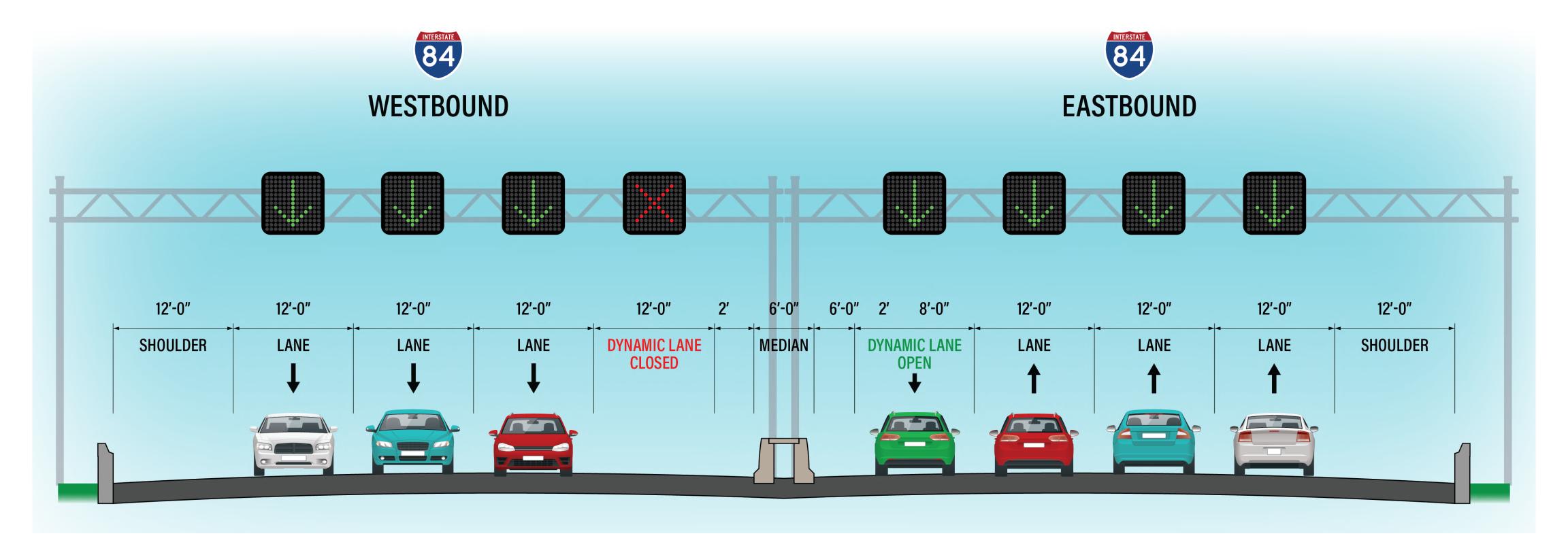
#### **AM Peak**



#### Mid-Day Off-Peak



#### PM Peak



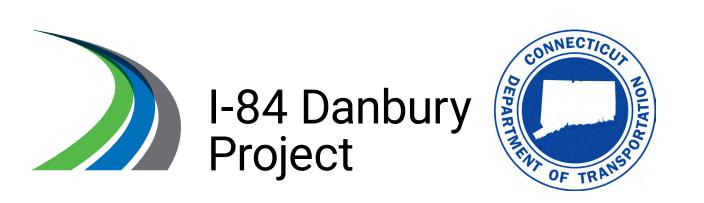


## Not Advancing Concepts



	Mainline Segment		West Segment	Center Segment					East Segment				
Not Advancing Factor	Concept 5	Concept 8	Concept 7	Concept  2	Concept 11	Concept 17	Concept  24	Concept 25	Concept 10	Concept 18	Concept 19	Concept 20	Concept 21
Does not reduce congestion													
Does not improve mobility													
Constructability is a concern													
Creates a redundant highway network													
Maintenace of highway is a concern													
Does not meet design standards													
Signficant property impacts													
Impacts to several environmental resources													
Disrupts community cohesion													
Impacts to undeveloped parcels of land													
Impacts to active burial sites													
Requires relocation of the West Lake Water Treatment Plant													
Redundant with other concepts													

### What We Have Heard



Providing access to Madison Avenue and closing the Golden Hill Road <sup>C</sup>onnection would generate more traffic in Juniper Ridge neighborhood.

Ramps at Tamarack Avenue would attract more traffic and potentially congestion as well.

Emergency access could be an issue if too many lanes are constructed.

Would add traffic onto the local city streets and would negatively impact Segar Street.

Ambulance traffic would likely prefer the less congested, slightly flatter Great Plains Road over Tamarack Avenue.

Ramps at Tamarack Avenue probably make the most sense, but the property impacts are considerable.

How about a zipper on-ramp from Route 7 to

I-84W?

Could negatively impact Great Plain Rd hospital access concept. (Concept 13)

> Tunnel proposal destroys two neighborhoods, a business community and cuts under Western Connecticut State University.

Concerns for safety issues at Interchange 4.

Could assist in eliminating the existing weave condition between Route 7 and I-84 at the highway's curve at this location.

Reduces congestion, improves mobility and has low probability of creating damage to the environment.

Drivers may

struggle to

change lanes to

exit I-84.

Big hill on the highway between Great Plain Road and North Street could add traffic in this area.

### Get Involved!









